Appendix G

Unit Moves

1. **General**. Various Service regulations, directives, and field manuals prescribe the actions required to prepare deploying units for movements. This appendix outlines the provisions of MILSTAMP which apply when the cargo belonging to these deploying units is moved by MSC arranged ships, through common user ocean terminals, or via AMC airlift, or QUICKTRANS.

a. Transportation data for unit cargo movement during contingencies and classified mobilization exercises is afforded the maximum protection possible within the limitations and constraints of existing systems (Defense Transportation Program Policy Memorandum-DTPPM 84-1, 7 June 1984). Since data processing in the DTS is unclassified, classified data requires handling and processing separate from other movement data.

b. When available, clearance and advance movement data updates required by this appendix may be accomplished through the Transportation Coordinator's Automated Information for Movements System (TCAIMS) being developed by each Service.

c. Host Nation Agreements

(1) Unit movements in support of an overseas contingency/exercise must comply with standard host nation agreements in addition to MILSTAMP . These agreements provide the host nation, POD, and theater commander with information necessary for terminal operations and onward movement of equipment/cargo within the theater.

(2) In NATO these agreements are known as Standard NATO Agreements (STANAGs) . Figure G-1 lists movement related STANAGS, highlights those which the deploying units must follow, and provides individual Service contact points for assistance concerning STANAG requirements.

2. Procedures. The procedures used for MILSTAMP documentation of unit moves are minor variations from normal MILSTAMP procedures. They are detailed in paragraphs 3. through 12., below.

3. Shipment Unit Configuration. To limit the quantity of advance data which must be passed when transporting unit move cargo, each shipment unit is documented individually with minimal detailing of the content of unitized cargo. A T 6 record covering the NSN must be provided in the format prescribed in appendix D, figure D-9, unless the multipak or other exception provision applies.

a. Each consolidated pallet load, vehicle (loaded or empty), multiple vehicles combined as an integral unit (e.g., nested trailers), CONEX, MILVAN, or SEAVAN, is controlled and accountability of equipment and supplies loaded in a shipment unit documented as a single shipment unit visibility and are the responsibility of the deploying units.

b. Sensitive, classified, and/or hazardous material will not be loaded in unit vehicles except when operationally required and authorized by the units' service headquarters and the appropriate Transportation Component Command (TCC), AMC or MTMC. See also paragraphs 7.c. and 7.d.

c. Vehicles are to be reduced in length, width, and height for shipping according to directives of each Service.

4. Marking of Shipment Units. Equipment/cargo is marked in accordance with Service directives and MIL-STD 129. As a minimum, the Transportation Control Number must be indicated on each shipment unit. A DD Form 1387-2, Special Handling Data/Certification (see chapter 2, paragraph B.4.c.), must be prepared for all hazardous material moving by air.

a. Labeling: DD Form 1387 labels with a bar coded TCN will be uniformly applied to all unit move equipment/cargo. These bar coded labels allow use of LOGMARS (Logistics Application of Automated Marking and Reading Symbols) technology to process unit move shipments through the terminals expeditiously.

(1) One label is required on each shipment unit except for vehicles and consolidated shipment units (MILVANs, SEAVANs, CONEXs, and 463L pallets) where labels will be applied on two adjacent sides.

(a) For vehicles, one label is placed on the front of the vehicle, either on the left side of the-bumper or corresponding location for vehicles without bumpers. The other label is placed on the left side door or comparable location.

(b) For MILVANS, SEAVANs, and CONEXS, one label will be placed on the left rear door and the other on the adjacent side.

(2) Upon arrival at the POE or other transshipment point, the bar coded labels on the equipment/cargo are scanned to automatically update the advance movement data file and establish cargo accountability. If bar coded labels are not available upon deployment, the y are applied at the POE .

(3) When completing a DD Form 1387 for a classified movement, the POD, consignee and RDD fields will be left blank.

b. Stenciling. In addition to the labels applied to each shipment unit, stenciling of the TCN will be accomplished when required by applicable service directives.

5. Transportation Control Number. Each shipment unit (including SEAVAN shipments) is controlled by a unique TCN. The TCN for each shipment unit is constructed as outlined below:

TCN Position	TCMD rp	Explanation
1	*30*	Service code (A–Army, F-Air Force, M-Marine Corps, N-Navy) .
2–8	31-37	Army activities will enter a Unit Identification Code (UIC) beginning with TCN position 2 and putting a $ (dollar) special character in position 8. All other Services will enter the Unit Line Number (ULN) beginning in position 2 and filling any unused positions with a $ (dollar) special character. ***Army activities will generate a*** *T_9* ***record containing ULN information (see Appendix D, Figure D-12, item j.).***
9–10	***38–39***	Service use, except for code "CH" which is reserved to identify small units (10 tons of equipment or less) moving by air. Requires data

		entry, do not leave blank. Use zeros if no data available.
11-14	***40-43***	Shipment no.: increment no., or serial no.
15	44	Unit cargo TCN indicator. (A zero must always be entered.)
16-17	45-46	Split/partial shipment or complete shipment unit indicator.

6. **Transportation Documentation Codes**

a. Most of the various codes required for completion of transportation documentation are detailed in appendix F.

b. Transportation Account Codes (TACs). The following service TACS are used for unit movements during actual emergency deployments:

Service	Code[1]
U.S. Army	A229
U.S. Air Force	F8A0
U.S. Navy	(To be obtained from Fleet Commander in Chief or other authority directing the deployment prior to movement)
U.S. Marine Corps	(To be assigned at time of deployment)

7. ***Advance*** Movement **Data** Formats. Transportation data for unit moves is compiled and submitted using the formats and codes prescribed for all shipments in appendices D and F except as follows:

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1 **Problems and questions about TAC codes for contingency/deployment operations should be directed to the applicable Service focal point specified in Volume II of MILSTAMP.**

a. **CONEX,** MI LVAN, and SEAVAN. Each of these containers, loaded or empty, is a single shipment unit and is not documented as a consolidated shipment. Document Identifier (DI) T_O/l data formats and applicable trailer data as prescribed in appendix D are used unless otherwise directed by the responsible Ocean Cargo Clearance Authority (OCCA) .

b. Vehicles. Each vehicle (empty or loaded) is single shipment unit and is documented using data formats with DI TV as detailed in appendix D. The piece count will always be 0001. For empty vehicles, the actual weight and cube of the vehicles, as shipped, will be given. For loaded vehicles, the weight and cube will reflect the actual loaded vehicle weight and cube as shipped.

c. Hazardous Material. Shipments units of hazardous material are detailed in DI TE/TJ data formats prescribed in appendix D. When authorized by the appropriate TCC, hazardous material loaded in unit vehicles or containers is identified by the appropriate commodity/special handling codes and detailed in DI TV9 trailer formats reflecting the proper shipping name, UN number, weight, and cube for each category of hazardous material. For ammunition and explosive material, also specify DOT Hazard Class, IMDGC Class/Division, Storage Compatibility Group, Lot number, round count (if applicable) and Total Net Explosive Weight.

d. Protected Shipments. Classified and sensitive shipment units will be identified using the appropriate commodity/special handling codes and detail T_9 trailers prescribed in appendices D and F. These codes and formats will also be used to identify transportation level of protection required for security shipments loaded in unit vehicles or containers.

8. **Clearance, Routing and Advance Data Submission.** Cargo and equipment must be cleared by providing advance data before actual movement to the POE can begin. This procedure allows proper routing of the cargo to be determined and provides for coordinated movement of material into the transshipment facilities. Units should be familiar with the movement information necessary to support these routing and clearance procedures.

a. Movement data, including requests for routing, are normally prepared as far in advance as possible, maintained by the cognizant

transportation element,[2] and updated in coordination with the supported unit. This advance preparation allows immediate submission to the appropriate clearance authority identified in appendix J when a unit move is required.

b. The cognizant transportation element[3] submits the advance movement data to the clearance authority unless prior arrangements have been made to provide automated movement requirements through a service system.[4] Automated systems may be established for CONUS units in coordination with HQMTMC (ATTN: MTIT) or, for overseas units, with the theater commander and supporting surface and air clearance authorities. Such action is routed through the supported unit's chain of command._

(1) Commercial Transportation. When movement to the POE is to be made by commercial transportation, the cognizant transportation element[3] obtains a routing by submitting the movement requirements as detailed in the Defense Traffic Management Regulation (DTMR), reference (j), for CONUS or applicable theater directives overseas.

(2) Road March. When movement to the POE is to be made by road march (in organic vehicles) , the cognizant transportation element[3] submits advance data/Export Traffic Release Requests (ETRR) and is notified by MTMC or AMC of the appropriate POE and required arrival date. [4]

(3) All Methods. After receiving routing information for movement of the equipment/cargo to the POE, the cognizant transportation element[3] submits advance data in TCMD format, as outlined in chapter 2, to

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2 **For Army and Air Force this is generally the Transportation Officer. For Navy, in the absence of the Transportation Officer,** it is the Senior Supply Officer or designee of the Commanding Officer. For Marine Corps, it is the Traffic Management Officer (TMO) or **the unit logistics planner in conjunction with the TMO. "**

3 See note 2, page G-5.

4 **U.S. Army FORSCOM active and reserve units use the Automated Unit Equipment List (AUEL), detailed in FORSCOM Regulation 55-1/55-2, for** submission of all surface movement requirements.

the appropriate surface or airlift clearance authority listed in appendix J.5

c. Preparation and use of a Transportation Control and Movement Document (DD Form 1384) is not required for clearance, movement by commercial transportation, or terminal processing. The data outlined by this appendix is required and must be submitted in machine readable form, but the DD Form 1384 may be used to compile it.

d. CALM/AALPS . See appendix D, figures D-17 through D-22 for record formats.

9. Surface Booking and Terminal Processing. Advance data provides the basis for arranging ocean movement and processing unit equipment/ cargo through the POE.

a. Export Traffic Releases (DTMR), AUEL and movement orders/ directives are used by MTMC Ocean Cargo Clearance Authority (OCCA) and Ocean Cargo Booking Offices (OCBO) to book ocean vessels and ensure adequate sealift is available at designated POES.

b. The advance movement data (TCMD, Export Traffic Release, AuEL) provided to the clearance authority and movement orders/directives are used by the water terminals to plan vessel prestow and terminal operations (marshaling and staging areas, receipt of cargo, vessel loading) . Cargo receipt data are used to update the advance movement data and enable terminals to prepare final vessel stow plans, ocean cargo manifests and cargo traffic messages/STANAGs.

10. **Air Terminal Processing.** Advance movement data provided to air clearance authorities and movement orders/directives are used by AMC for planning and the receipt/processing of cargo at the terminals. Cargo receipt data are used to update the advance movement data and enable terminals to generate air cargo manifests.

11. Hazardous Material Exemptions. Transportation of hazardous materials during unit moves must be in compliance with Service regulations and the regulations discussed in chapter 2. The Department of, Transportation (DOT) does, however, issue certain exemptions related to unit moves. .

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5 For FORSCOM units **moving through MTMC controlled** common **user water ports, . advance** data/ETRR **is not required if AUEL data are available.**

a. The Commander, MTMC is the authorized representative of the sponsoring services in obtaining new or modified exemptions. In emergencies, the sponsoring Services are authorized to make direct contact with DOT to obtain exemptions. The Commander, MTMC, ATTN: MTSS, 5611 Columbia Pike, Falls Church, VA 22041-5050, is to be promptly notified of each emergency action.

b. Units may obtain specific information on exemptions from the following:

(1) U.S. Army - HQ MTMC (see paragraph 11.a.)

(2) U.S. Air Force - MAJCOM Transportation Office_ (LGT-TR or DST)

(3) U.S. Navy - Refer to NAVSEA OP *2165,* volume I, appendix E

(4) U.S. Marine Corps - Refer to NAVSEA OP 2165, volume 1, appendix E

12. Transportation Discrepancies. Discrepancies (loss, damage, etc.) are reported in accordance with the Joint Regulation Reporting of Transportation Discrepancies in Shipments, reference (q) .

List of STANAGs

1. This figure highlights STANAGS which deploying units must follow, lists other movement related STANAGS, and provides STANAG information contact points for each Service.

2. The following STANAGS are of particular interest to individual units during movements in support of a NATO contingency/exercise.

a. STANAG 2023, Marking of Military Cargo for International Movement by all International Means of Transport. The U.S. implementing document is MIL-STD 129. Deploying units are responsible for compliance with this document which pertains to cargo only. Vehicle identification markings are in accordance with Service regulations.

b. STANAG 2156, Surface Transport Request and Reply to Surface Transport Request. The U.S. implementing documents are: U.S. Army - FM 55–10, U.S. Air Force - TBD, U.S. Navy - TBD, U.S. Marine Corps - TBD. Units, in conjunction with theater Commanders, are responsible for compliance with this document.

3. The following is a list of movement related STANAGS which may have application for individual units.

General Movements and Transport

2024	Military Vehicle Lighting
2025	Basic Military Road Traffic Operations
2026	NATO Travel Order
2041	Operation Orders, Tables and Graphs for Road Movements
2154	Regulations for Military Motor Vehicle Movement by Road
2155	Road Movement Documents
2159	Identification of Movement Control and Traffic Control Personnel and Agencies
2174	Military Routes and Route/Road Networks
2176	Procedures for Military Road Movements Across National Frontiers
2152	Loading Ramps Made from Railway Sleepers

Figure G–1

List of STANAGs

2158	Identification of Military Trains
2173	Regulations for Securing of Military Tracked and Wheeled Vehicles on Railway Wagons
2175	Classification and Designation of Flat Wagons Suitable for Transporting Military Equipment
2832	Restrictions for the Transport of Military Equipment by Rail on European Railways

4. Implementing document information and other pertinent details concerning STANAG requirements may be obtained by contacting the appropriate Service headquarters as follows:

a. U.S. Army

Headquarters, Army Materiel Command
ATTN : AMCIP-P
5001 Eisenhower Avenue
Alexandria, VA 22333-0001
DSN 284-8554
Commercial (202) 274-8554

b. U.S. Air Force

Headquarters, U.S. Air Force/XOXX
(ILSO), Washington, DC 20330-5058
DSN 227-2139
Commercial (703) 695-2139

c. U.S. Navy

Chief of Naval Operations
ATTN : OP953C1
Washington, DC 20350
DSN 226-5080
Commercial (703) 696-5080

d. U.S. Marine Corps

Doctrine Department (C 094)
Marine Corps Combat Development Command
Code WF12E
Quantico, VA 22134-5001
DSN 278-3616
Commercial (703) 640-3616

Figure G-1 (cont.)